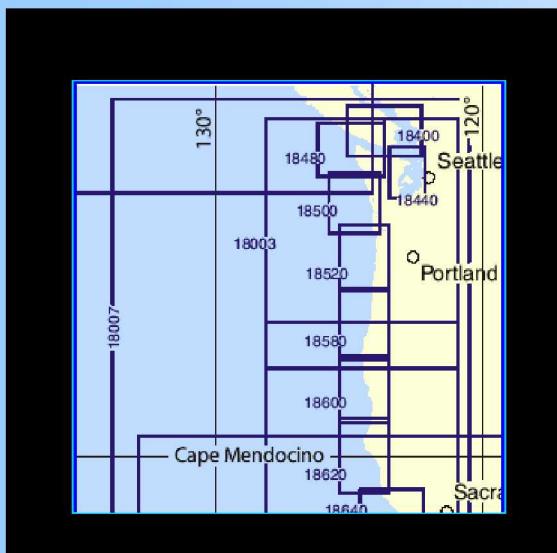


BookletChartTM

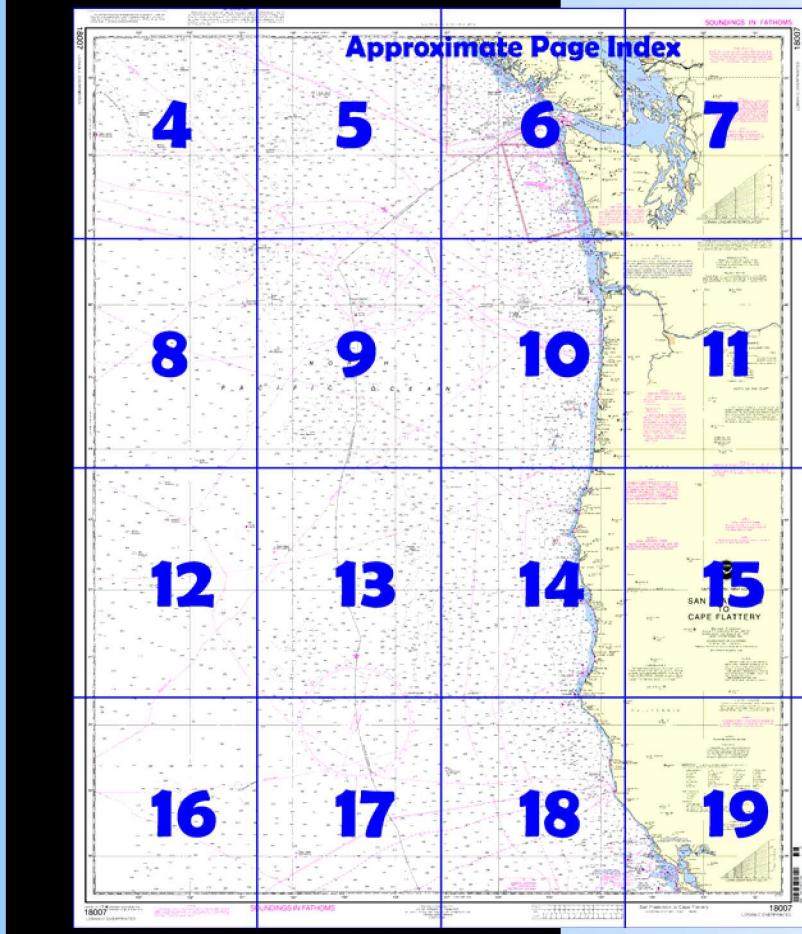
San Francisco to Cape Flattery

(NOAA Chart 18007)

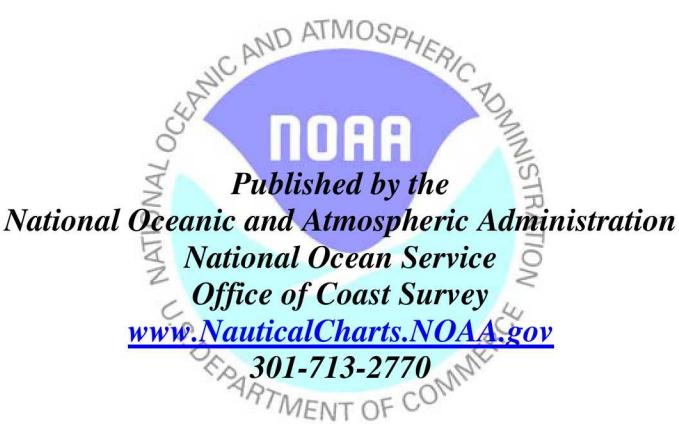


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

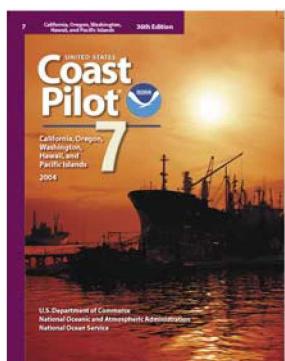
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 7, 8, 9, 10, 11, 12 & 13 excerpts]

(1) **San Francisco Bay**, the largest harbor on the Pacific coast of the United States, is more properly described as a series of connecting bays and harbors of which San Francisco Bay proper, San Pablo Bay, and Suisun Bay are the largest. Depths of 29 to 40 feet are available for deep-draft vessels to San Francisco, Oakland, Alameda, Richmond, and Redwood City in San Francisco Bay proper; to Stockton on the San Joaquin River; and to Sacramento through the lower Sacramento River and a deepwater channel. Much of the local navigation is by light-draft vessels and barges.

(2) **Strait of Juan de Fuca** separates the S shore of Vancouver Island, Canada, from the N coast of the State of Washington. The entrance to the

strait lies between parallels 48°23'N., and 48°36'N., on the meridian of 124°45'W.

(9) **Bodega Bay**, a broad opening between Tomales Point and Bodega Head, affords shelter from NW weather at its N end, but is dangerous in S or W weather. The summit of **Bodega Head** is rounding and grassy, with steep rocky cliffs on the S and W ends. Low **Bodega Rock** and foul ground extend from 0.2 to 0.7 mile SE of the S face of Bodega Head.

(27) **Columbia River** rises in British Columbia, Canada, through which it flows for some 370 (425) miles before entering the continental United States in NE Washington. Thence it flows S to its junction with Snake River, from which it curves W and forms the boundary between the States of Washington and Oregon for the remainder of its course to the Pacific Ocean.

(29) **Cape Sebastian**, 33.5 miles N of Point St. George, is conspicuous from either N or S. It is the seaward termination of a ridge transverse to the coast, and rises abruptly from seaward to a height of 694 feet, with a depression behind it, and then more gradually to a height of about 2,000 feet.

(54) **Point Arena**, 68 miles NW of Point Reyes, consists of a long level plateau, diminishing in height to the end of the 60-foot-high point. It is the first prominent point N of Point Reyes. The point is bare of trees for about a mile from the shore.

(54) **Port Orford**, 6.5 miles S of Cape Blanco and 19 miles N of Rogue River, is a cove that affords good shelter in NW weather, but is exposed and dangerous in S weather. It is easy of access and is probably the best natural NW lee N of Point Reyes.

(66) **Cape Blanco** projects about 1.5 miles from the general trend of the coast. It is a small bare tableland, terminating seaward in a cliff 203 feet high, with low land behind it.

(90) **Cape Arago**, 29 miles NNE of Cape Blanco, is an irregular jagged point projecting about a mile from the general trend of the coast.

(92) **Laguna Point**, 8.5 miles N of Point Cabrillo, is near the S end of Ten Mile River Beach.

(94) **Coos Bay**, 33 miles N of Cape Blanco, is used as a harbor of refuge and can be entered at any time except in extreme weather. Coos Bay is one of the most important harbors between San Francisco and the Columbia River, and one of the largest forest products ports in the world.

(121) **Point Sur**, 121 miles NW of Point Arguello and 96 miles SSE of San Francisco Bay entrance, is a black rocky butte 361 feet high with low sand dunes extending E from it for over 0.5 mile. From N or S, it looks like an island and in clear weather is visible about 25 miles. The buildings on the summit of Point Sur may confuse the stranger.

(130) **Seattle**, the largest and most important city in the Northwest and one of the major ports of the Pacific Coast, extends as a densely populated greater metropolitan area from Everett, the city to its N, almost to Tacoma, the major city to the S, and E beyond the limits of Lake Washington and its shores.

(131) **Punta Gorda** is a high, bold, rounding cape, 83 miles NW of Point Arena and 11 miles S of Cape Mendocino.

(143) **Cape Mendocino**, 185 miles N of San Francisco Bay entrance and 367 miles S of Columbia River entrance, is a mountainous headland, the famous landmark of the old Spanish navigators and the galleons from the West Indies. The cape is the turning point for nearly all vessels bound N or S. In view of the dangers in the vicinity, it should be approached with considerable caution in thick weather; the bottom and the currents are very irregular.

(209) **Cape Flattery**, a bold, rocky head with cliffs 120 feet high, rises to nearly 1,500 feet about 2 miles back from the beach.

(227) **Cape Foulweather** is a prominent headland with about 6 miles of seaward face consisting of rocky cliffs over 60 feet high. The cape is formed by several grass-covered headlands, separated by densely wooded gulches.

(280) **Point St. George**, 3 miles NW of Battery Point, is low with several irregular and rocky hillocks near the beach. The seaward face is about a mile long in a NW direction, with sand dunes and low land immediately behind it

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Feb. 14/09

Corrected through LNM Feb. 03/09

NOTE E

TRAFFIC SEPARATION SCHEME

Recommended traffic lanes established for the approaches to San Francisco Bay are shown on charts 18645, 18680, and 18640.

NOTE H

TRAFFIC SEPARATION SCHEME

Recommended traffic lanes established for the approaches to the Strait of Juan De Fuca are shown on charts 18480, 18400 and 18465.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(○) (Accurate location) (○) (Approximate location)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency and Canadian Authorities.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE J AREA TO BE AVOIDED

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit should avoid the area. See IMO SN Circular 220.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection
Scale 1:1,200,000 at Lat. 49°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

70/50 NOTE I

The U.S. Coast Guard operates an Offshore Vessel Movement Reporting System (OVMS) covering the seaward approaches to San Francisco Bay. All commercial vessels over 300 gross tons and all tugs with tows are requested to contact Vessel Traffic Service, San Francisco on VHF-FM channel 12 (156.60 MHz) when entering this area. All vessels in the area are encouraged to listen on channel 12 at fifteen and forty-five minutes past each hour for broadcast reports of known shipping traffic in the area. Additional information on the OVMS is published in Coast Pilot 7 and information concerning specific operating procedures is available from the VTS.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which, for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Wash., and the 11th Coast Guard District in Long Beach, Calif., or at the Office of the District Engineer, Corps of Engineers in San Francisco, California; Portland, Oregon; and Seattle, Washington.

Refer to charted regulation section numbers.

LORAN-C

GENERAL EXPLANATION

(Hood

224 LORAN-C FREQUENCY 100kHz.

PULSE REPETITION INTERVAL 9940 99,400 Microseconds

5990 59,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M Master

W Secondary

X Secondary

Y Secondary

Z Secondary

EXAMPLE: 9940-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE F

The San Francisco Bay Vessel Traffic Service is not shown on this chart. See charts 18645 and 18649.

NOTE D

Acoustic sensors, consisting of a concrete anchor and tethered instrument package floating above the anchor, are positioned approximately 1000 yards apart along the line. The depth of the floating portion of the instrument varies with local bottom depth. For instruments anchored at less than 150m depth (near shore), the floating portion of the instrument is within 5m of the bottom. For instruments anchored at 150m depth or greater, the instrument package is tethered approximately 150m below the water surface.

MAGNETIC VARIATION

Magnetic variation curves are for 2009 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE B

CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION

Site was formerly used or designated for U.S. Chemical munitions dumping. Such use has been discontinued.
Designation of such area in no way constitutes authority for dumping.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilots 7 and 8, Chapter 3 for details.

Additional information can be obtained at nauticalcharts.noaa.gov

Villipa

NOTE G

NATIONAL MARINE SANCTUARIES

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS

(Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
AI alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Br beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Br radiobeacon	Y yellow

Bottom characteristics:

Bld boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

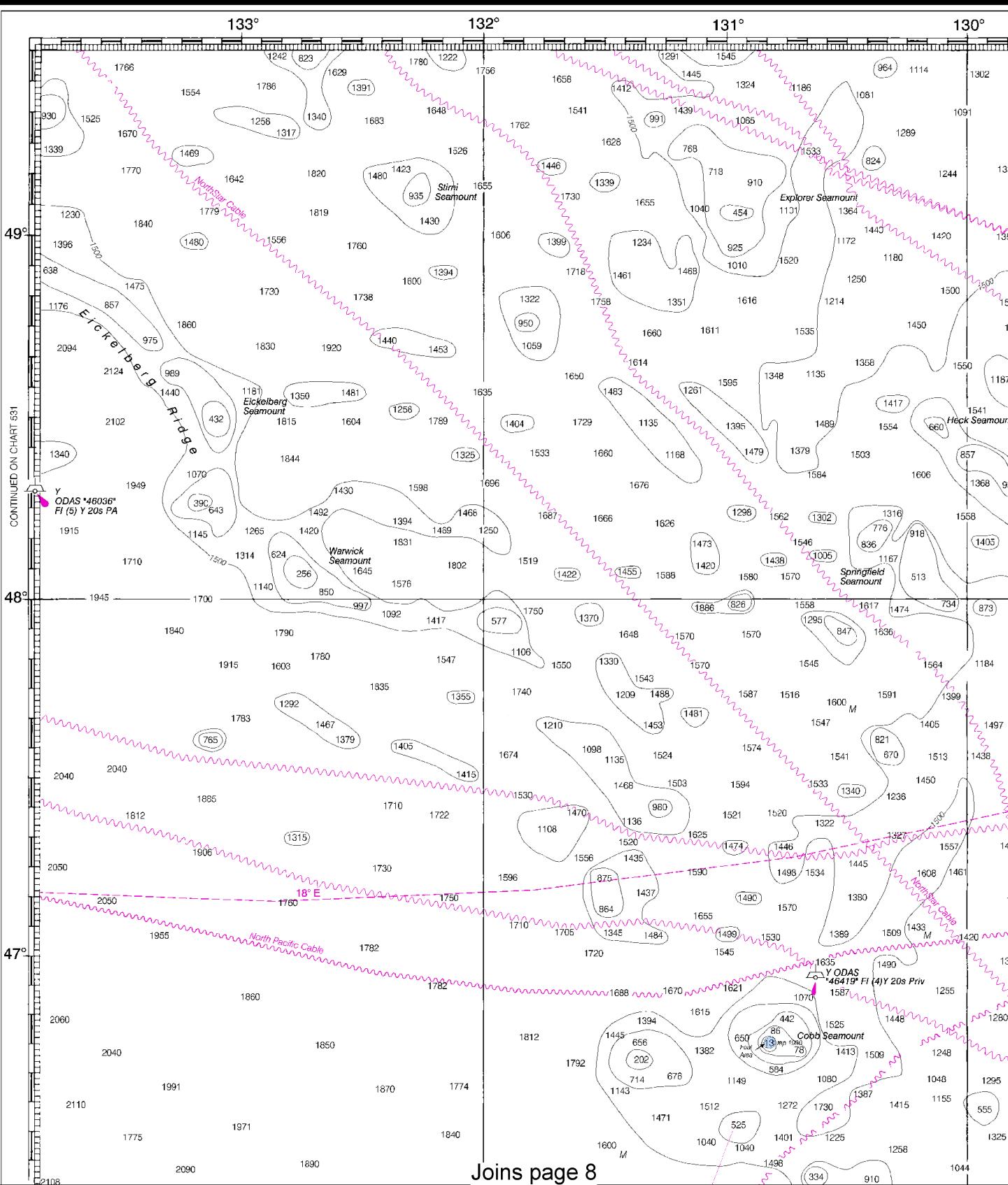
18007

LORAN-C OVERPRINTED

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

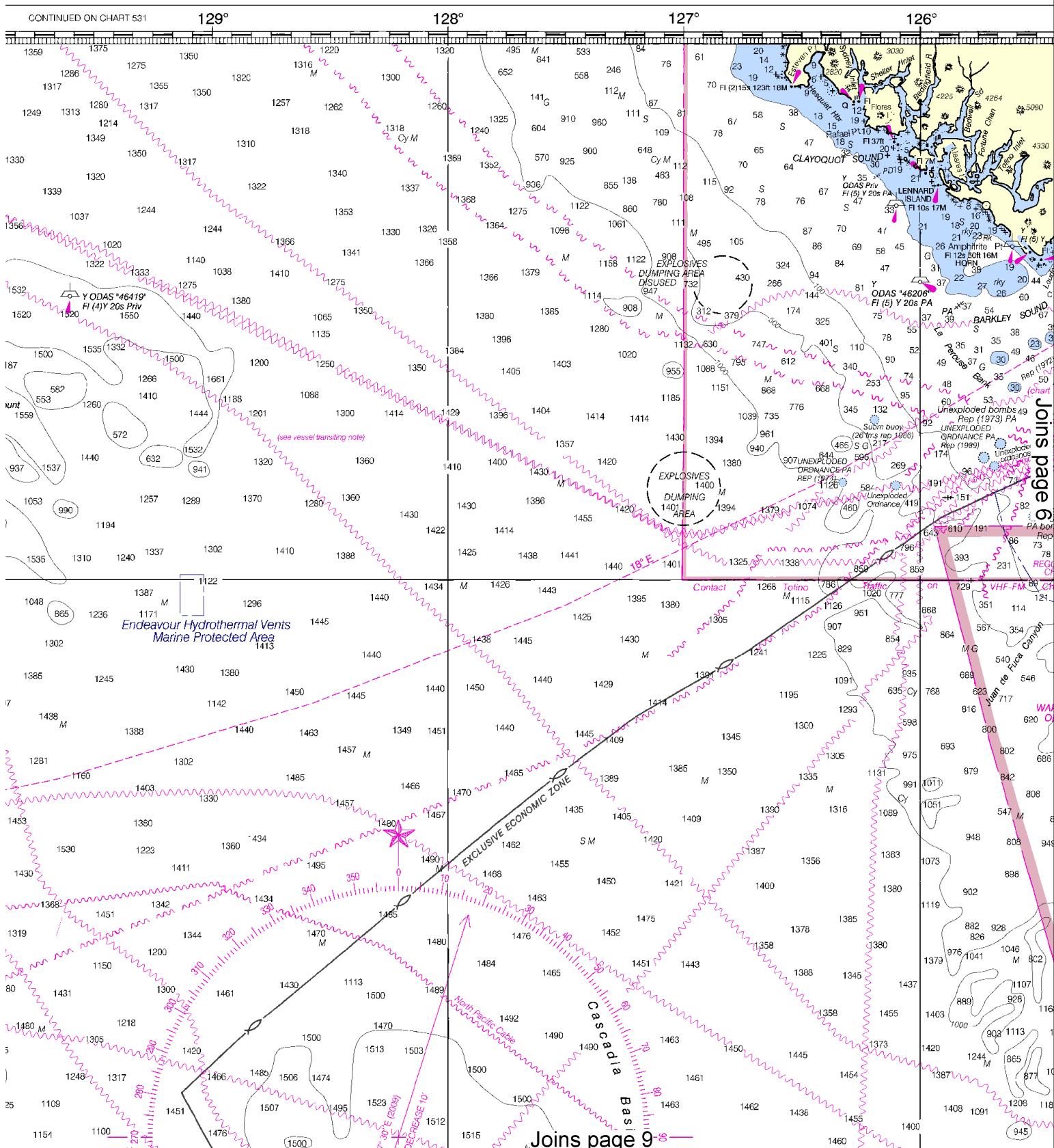
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



4





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:1600000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Join page 10

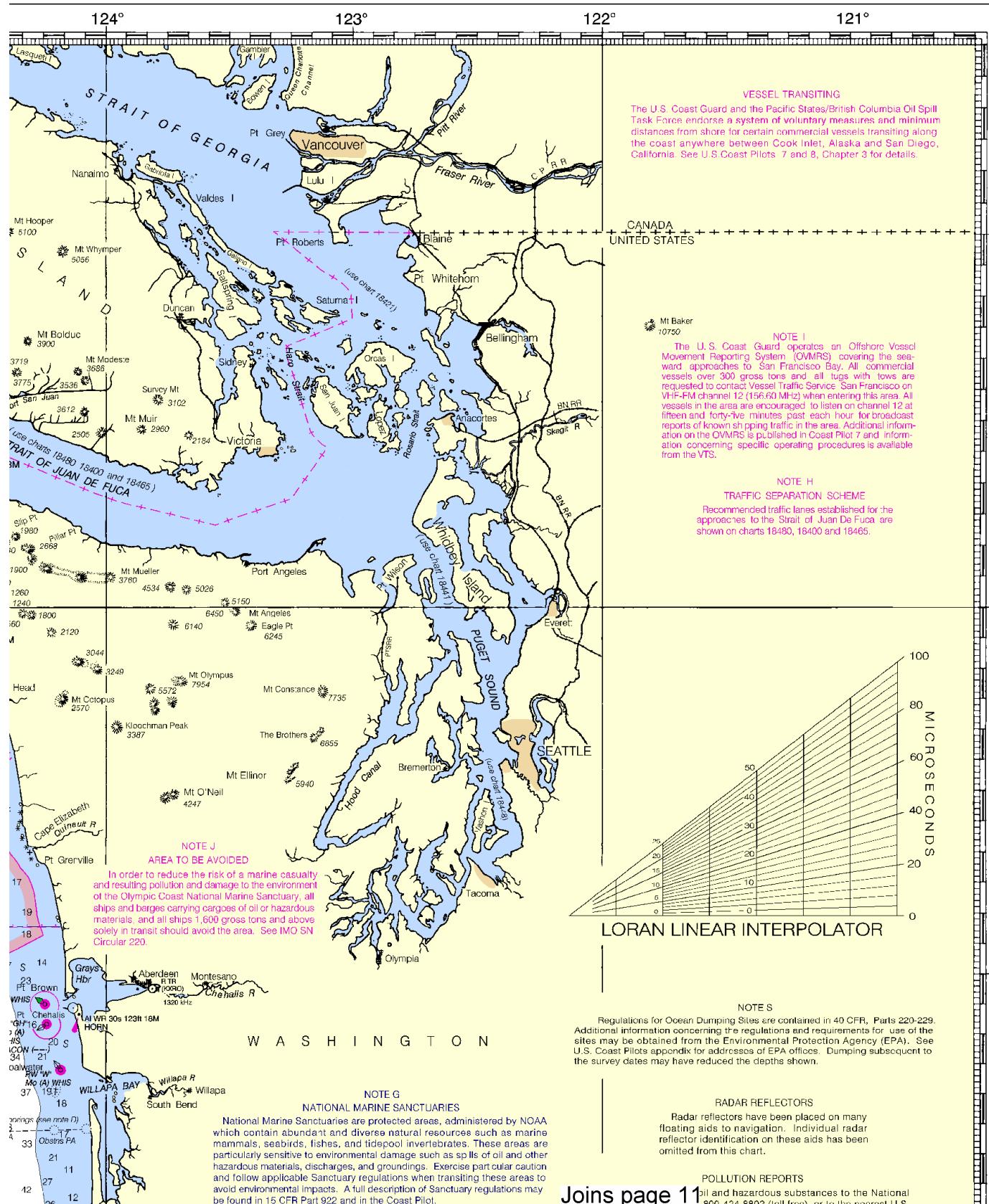
Joins page 10



SOUNDINGS IN FATHOMS

18007

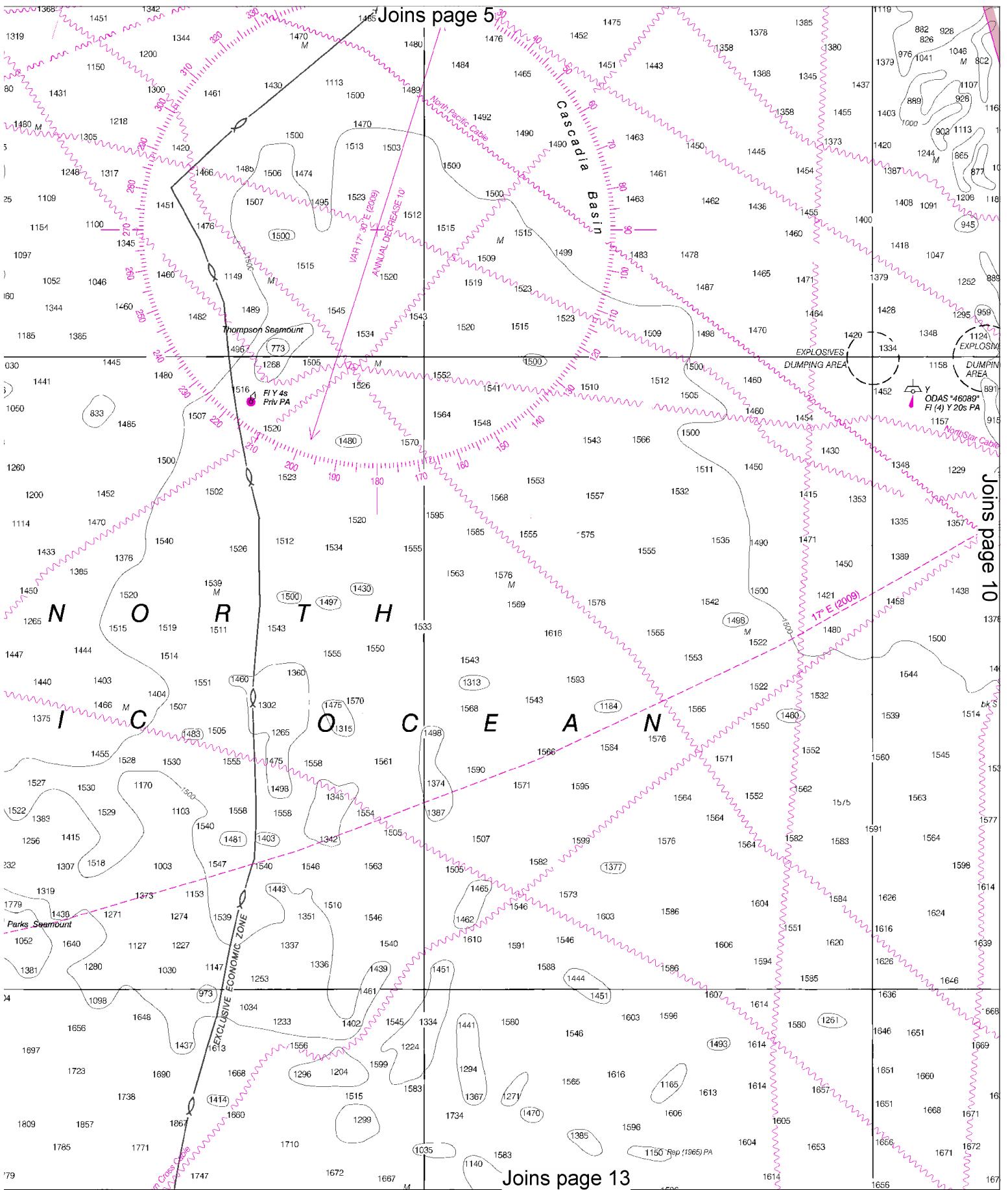
LORAN-C OVERPRINTED

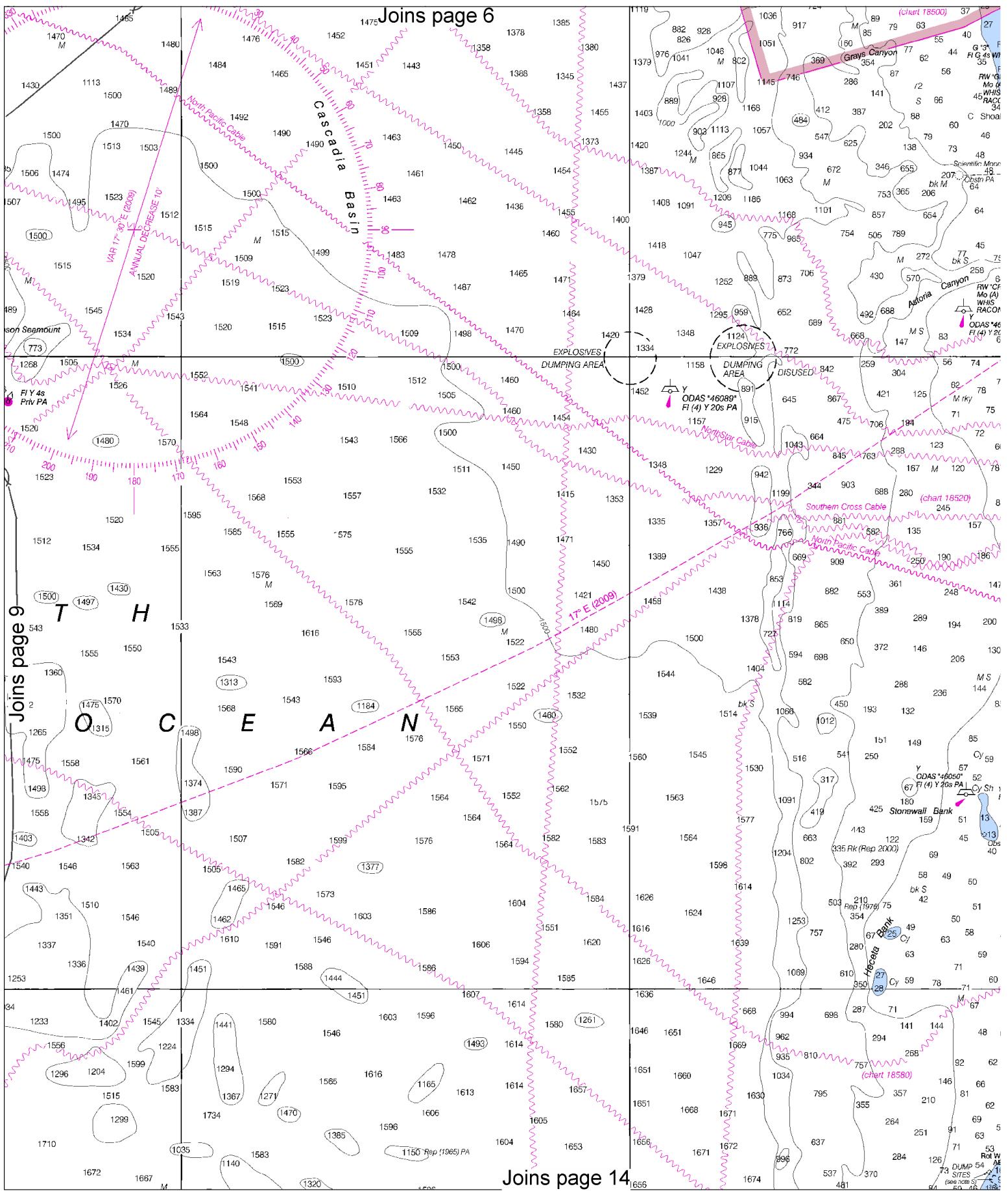


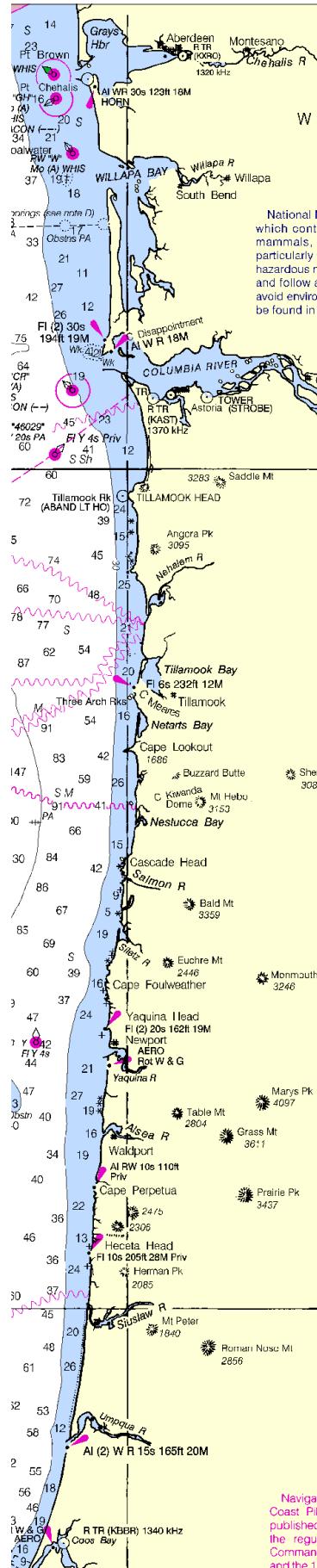
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0509 2/3/2009,

NGA Weekly Notice to Mariners: 0709 2/14/2009,

Canadian Coast Guard Notice to Mariners: 012:00:00 AM.







W A S H I N G T O N

NOTE G NATIONAL MARINE SANCTUARIES

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

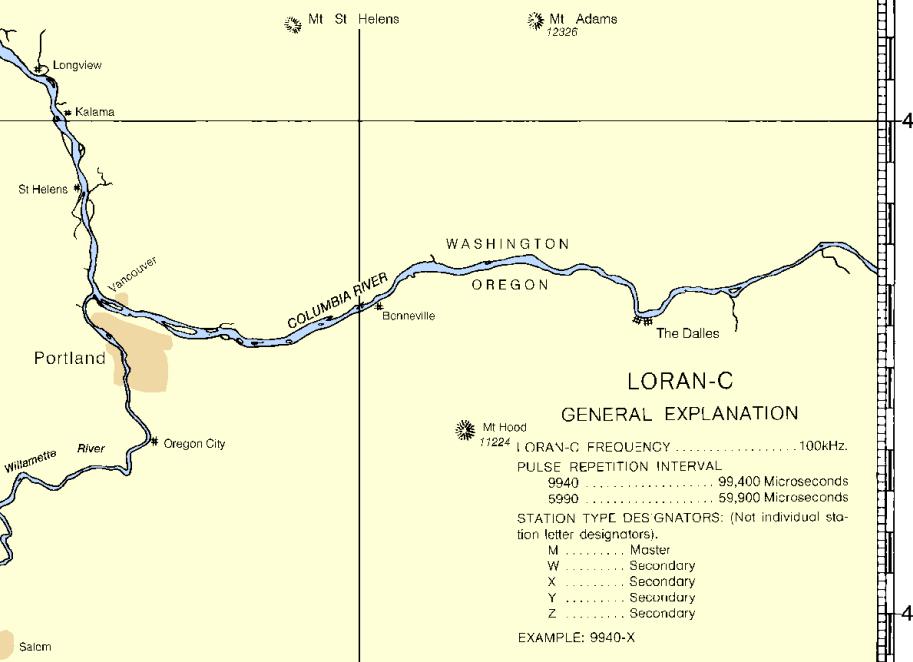
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



RATES ON THIS CHART

Mt. Jefferson
10522

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Mt. Washington
1169

North Sister 10067
Middle Sister 10035
South Sister 10352
Broken Top 9752

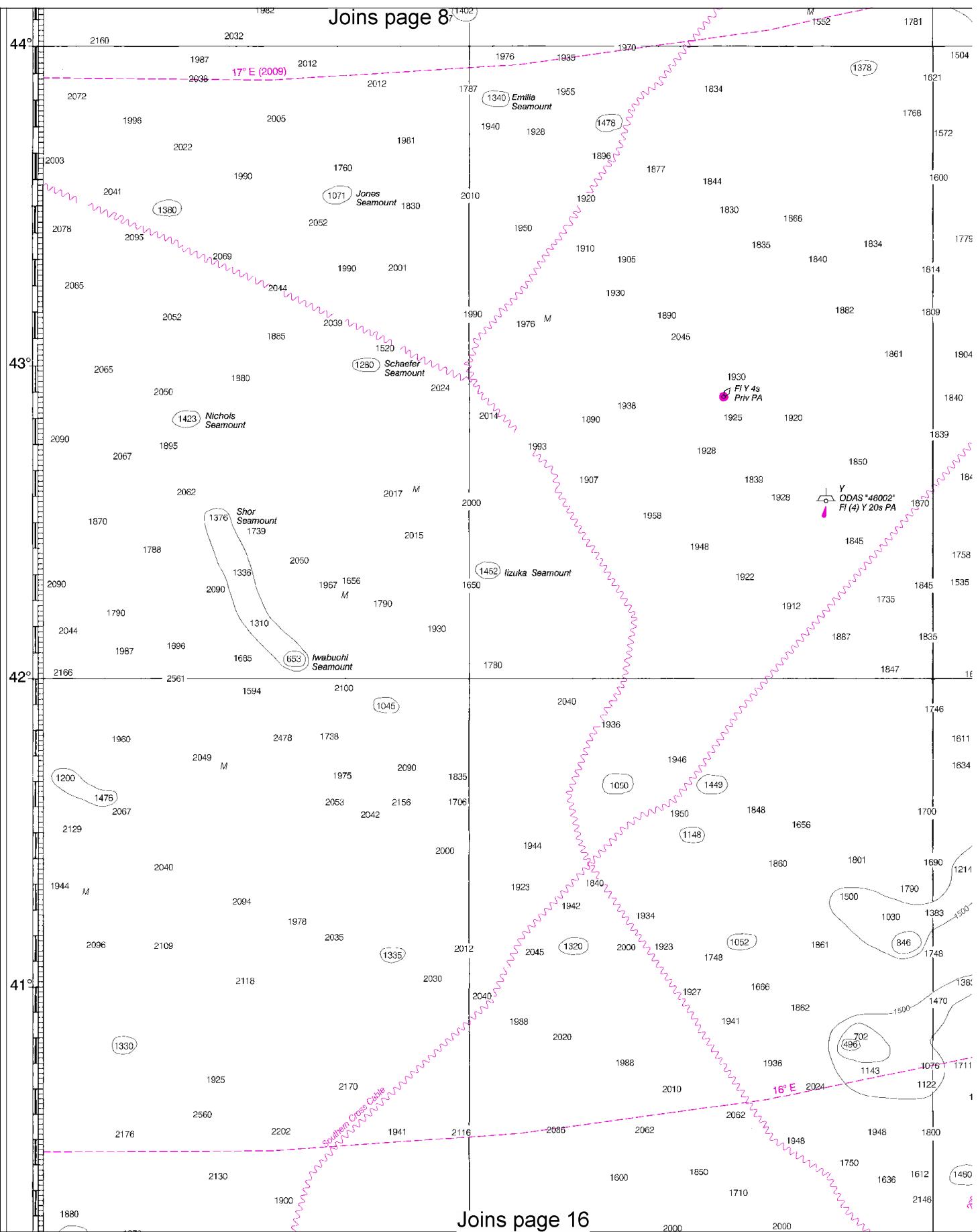
Bachelor Butte
9069

NOTE B
CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION

The site was formerly used or designated for U.S. Chemical munitions dumping. Such use has been discontinued.

Designation of such area in no way constitutes authority for dumping.

NOTE D
Acoustic sensors, consisting of a concrete anchor and instrument package floating above the anchor, are positioned approximately 1000 yards apart along the



Joins page 9

2103
Joins page 17

13

Joins page 10

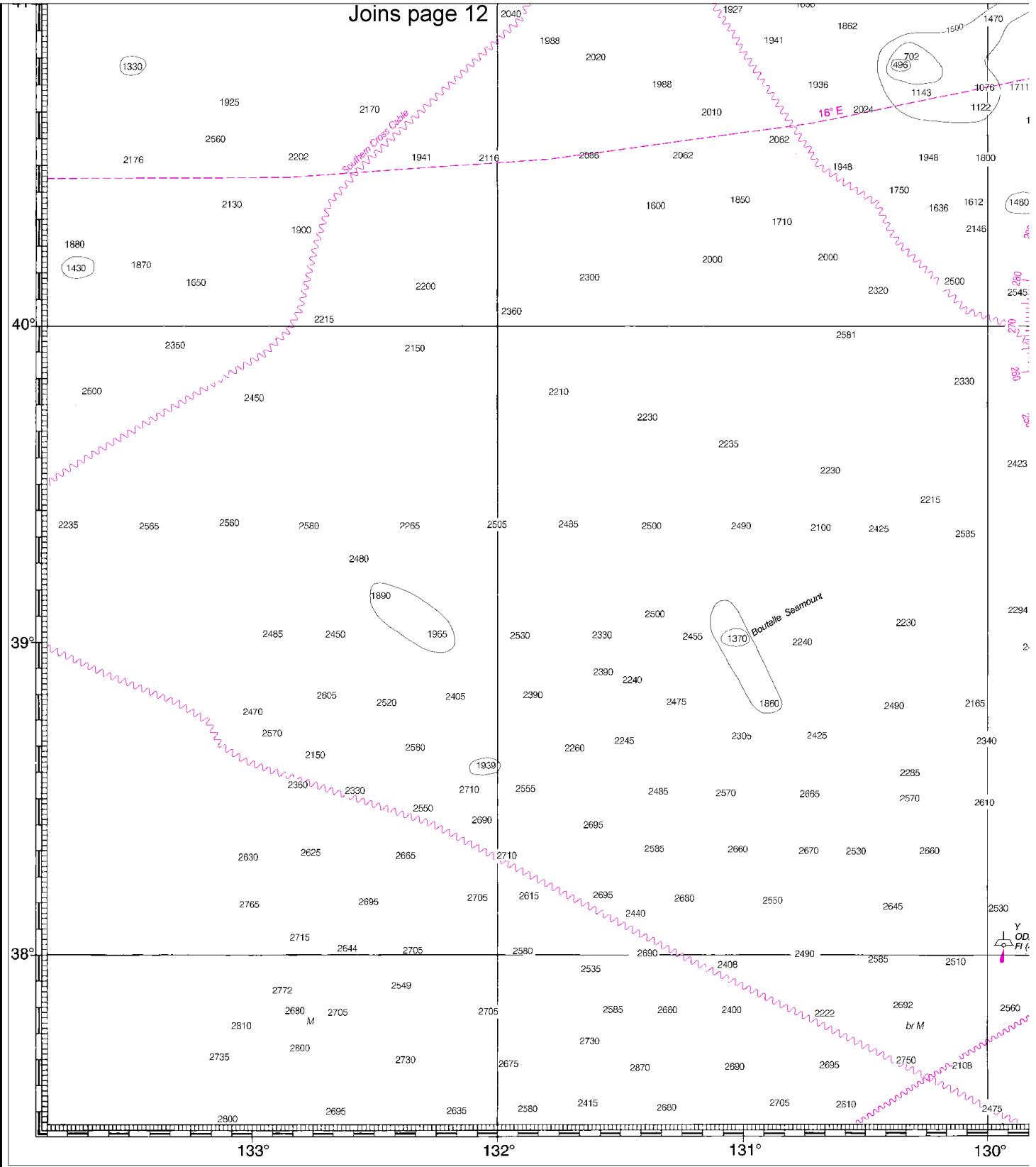
Joins page 13

Joins page 18

14

North
Up

Joins page 12



33rd Ed., Feb./ 09 ■ Corrected through NM Feb. 14/09
18007 Corrected through LNM Feb. 03/09

18007

LORAN-C OVERPRINTED

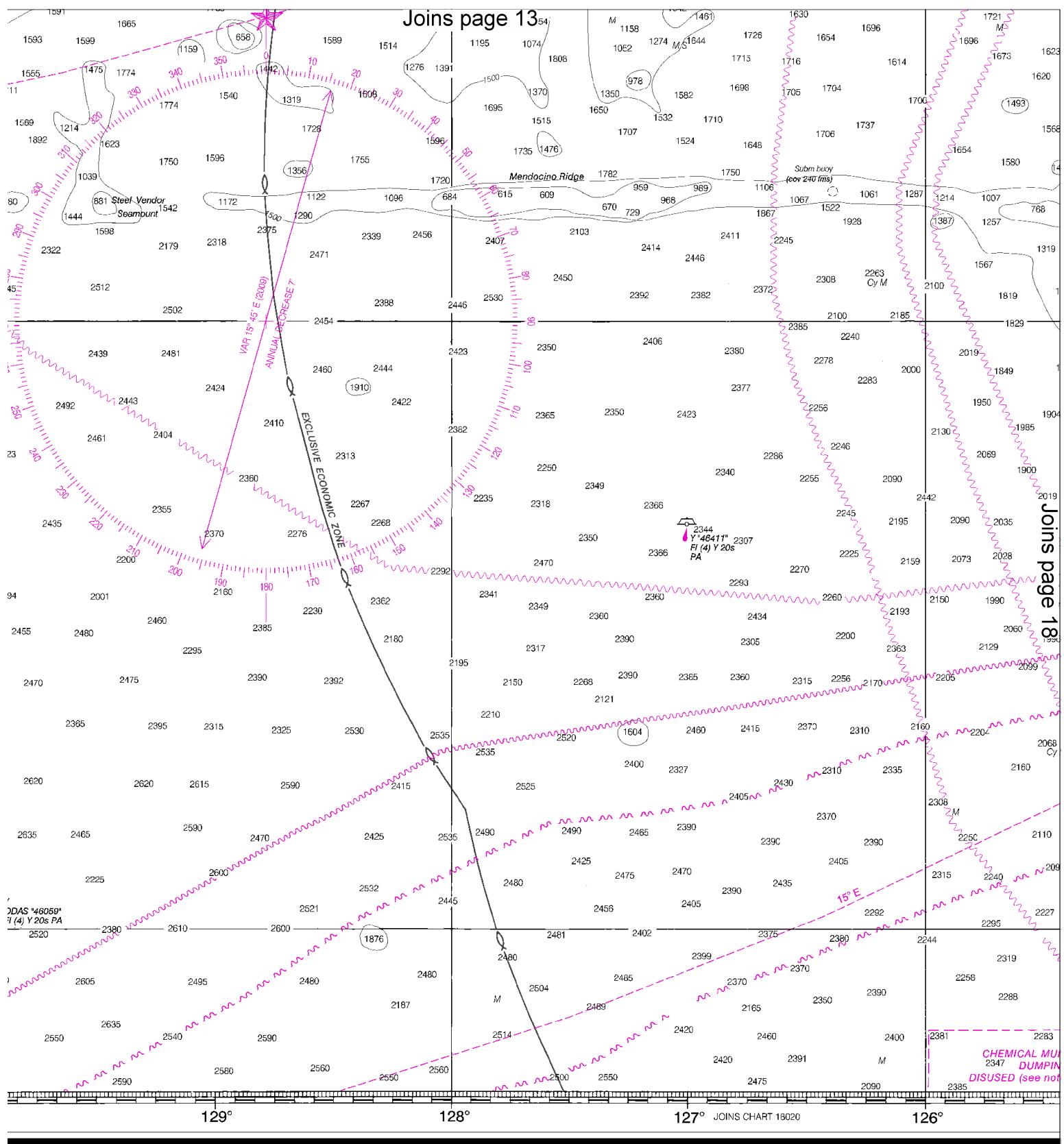
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FA

16





ATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

17

Joins page 14

JOINS page 14

JOINS page 17

CHEMICAL MUNITIONS DUMPING AREA DISUSED (see note B)

129° 128° 127° 126° 125°

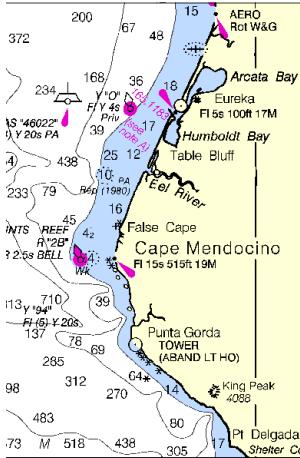
JOINS CHART 18020

Published at Washington, D.C.
U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1.8	3.6	5.4	7.2	9.0



HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Pacific SAR Coordinator – 510-437-3700

Coast Guard Port Angeles – 360-457-4404

Coast Guard Astoria – 503-861-6211

Coast Guard North Bend – 541-756-9210

Coast Guard Humboldt Bay – 707-839-6103

Coast Guard San Francisco – 415-399-3547

Canadian Coast Guard (RCC) – 250-363-2995

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



The logo for NOAA (National Oceanic and Atmospheric Administration) features the acronym "NOAA" in a large, bold, blue serif font. Below it, the words "The Nation's Chartmaker" are written in a smaller, blue, cursive script font. A circular emblem surrounds the text, containing the words "NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION" and "DEPARTMENT OF COMMERCE".

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.